

COUNCIL
AGENDA

JUN 17, 1974

THE CORPORATION OF THE CITY OF MISSISSAUGA

A G E N D A
C O U N C I L

Monday,
June 17, 1974,
9:00 a.m.

PRAYER

FORMAL ROLL CALL

MINUTES OF COUNCIL MEETINGS - MAY 31, JUNE 3, 1974

DEPUTATIONS: C. J. M. R. - Ceremonies for opening
of Mississauga Radio Station

MR. M. WEIR - RE: Site plan approval for
swimming pool at 2177 Sherobee Road -
(Kaneff Apartment Building)

PUBLIC QUESTION PERIOD

CORRESPONDENCE: ATTACHMENTS C1 to C15

REPORTS OF MUNICIPAL OFFICERS: R1 to R6

REPORTS OF COMMITTEES: GENERAL COMMITTEE MAY 31
GENERAL COMMITTEE JUNE 7

PLANNING & DEVELOPMENT MAY 29

PETITIONS:

UNFINISHED BUSINESS

BY-LAWS

#264-74

A By-law to amend By-law No. 7037. (This by-law provides for Stop Signs at the intersection of Ponytrail Drive and Stonepath Crescent, and Bridge-wood Drive and Ponytrail Drive. This is as approved by Council on May 6 for a six month trial period.)

THREE READINGS

#265-74

A By-law to authorize execution of an Agreement. (This is a cost sharing agreement re drainage Highway No. 427 Extension (Campus Road to Highway No. 409. As recommended by General Committee, Item #483, May 31, 1974.)

THREE READINGS

#266-74

A By-law to set aside for specific purposes part of the monies received from subdividers under agreements. (This provides for withdrawal from the General Municipal Development Reserve Fund the sum of \$16,510.00 re cost sharing agreement in preceding by-law. This is as recommended by General Committee May 31, 1974)

THREE READINGS

#267-74

A By-law to establish certain lands as part of a municipal highway. (This land was acquired by the City under rezoning application OZ-15-71 for road widening along Hunter Avenue. This by-law establishes the land as part of Hunter Avenue - located on the south side of Hunter Ave. and west of Cawthra Road.)

THREE READINGS

#268-74

A By-law to authorize the execution of an agreement between BP Canada Limited and the Corporation of the City of Mississauga. (This is a requirement of a Committee of Adjustment Decision. BP agrees to give the City a road widening on the east side of Highway #10, just south of Eaglewood Blvd. if this widening is needed in the future.)

THREE READINGS

BY-LAWS (Cont'd)

- #269-74 A By-law to authorize the execution of a Financial Agreement. (Lands covered by this agreement are located on the south side of Dundas Street West opposite Cedarglen Gate - File OZ-6-73 - Hemus Developments Ltd. All City requirements have been complied with.)

THREE READINGS

- #270-74 A By-law to authorize execution of an Engineering Agreement between Randy Construction Co. Limited and The Corporation of the City of Mississauga. (Requirement of Committee of Adjustment File CAB 122-73 - South Sheridan Way-Indian Road area.)

THREE READINGS

- #271-74 A By-law to adopt Amendment No. 250 to The Official Plan of the City of Mississauga Planning Area. (Recommended in Item #449 General Committee Report May 24, adopted by Council June 3, 1974. Covers lands at the north-west corner of Lorne Park Road and Queen Victoria Avenue and changes the zoning from Commercial to Residential)

THREE READINGS

- #272-74 A By-law to accept a Deed of Land and to establish lands described therein as part of the municipal highway system. (Widening for Clarkson Road in accordance with decision of Committee of Adjustment. On the west side of Clarkson Road, north of the Lakeshore Road, just below the C.P.R. tracks.)

THREE READINGS

- #273-74 A By-law to establish certain lands as part of the municipal highway system. (This lifts a one foot reserve on Kimbel Street and establishes it as part of the highway system. Located at the south-westerly end of Kimbel St., R.P. 875 - east of Torbram Road and north of Derry Road. On Aug. 28, 1972 Council recommended that this be lifted to open these lands for Her Majesty. The charge for this was \$1. rather than the normal charge for lifting one foot reserves.)

THREE READINGS

BY-LAWS (Cont'd)

- #274-74 A By-law to execute a Declaration. (This is the regular Condominium Declaration made by Hergo Investments Limited. Located on Brandon Gate Drive, south of the C.N.R. and west of Goreway Drive (Malton area) - CDM 393)

THREE READINGS

- #275-74 A By-law to execute a Declaration. (This is the regular Condominium Declaration made by Loycon Developments Limited - CDM 555. Industrial development located on Matheson Blvd.)

THREE READINGS

- #276-74 A By-law to provide for the participation of the Mississauga Fire Department in Regional Mutual Fire Aid. (This is as recommended by Administration and Finance Committee on May 15 (Item #6) and adopted by Council on June 3, 1974.)

THREE READINGS

- #277-74 A By-law to appoint Peace Officers for the purpose of enforcing the By-laws of the municipality, and to repeal By-law Number 10,597. (This by-law up-dates the listing of Peace Officers by adding the name of Herbert I. Sutcliffe to those named in Town of Mississauga By-law 10,597.)

THREE READINGS

- #278-74 A By-law to authorize execution of agreements for municipal purposes. (This covers the following contracts:
P.N. 74-008 - Road Oiling, Spray Patching, etc. awarded to Armbro Materials by resolution #391, May 21/74;
P.N. 74-025.1 - Roadside Tree Planting - awarded to Environs Landscaping by resolution #343, May 6, 1974;
P.N. 74-025.2 - Roadside Tree Planting - awarded to Environs Landscaping by resolution #343, May 6/74;
P.N. 74-025.3 - Roadside Tree Planting - awarded to Environs Landscaping by resolution #343, May 6, 1974;
P.N. 74-075 - Relocation of Hurontario Traffic Signalization - awarded to Guild Electric by Resolution #462, June 3, 1974;
TR-8-1974 - Construction of Tennis Courts, awarded to Flintkote by resolution #366, May 6, 1974.)

THREE READINGS

BY-LAWS (Cont'd)

- #279-74 A By-law to amend By-law Number 1227 as amended.
(To provide a holding zone provision in the former
Port Credit Zoning By-law and to change zone
designation from R4 to H-R4 on lands bounded by
Park Street, Peter Street, High Street and Mississ-
auga Road; lands bounded by High Street, John
Street and Front Street; lands bounded by Port
Street, Front Street and Mississauga Road; and
lands east of Hurontario Street, west of the C.N.R.
spur line.)

THREE READINGS

- #280-74 A By-law to rescind By-law #251-74 passed by
Council on June 3, 1974. (An error in the Plan
number was made by the Surveyor and since the
by-law is on title, it is necessary to repeal
it and enact a new by-law.)

THREE READINGS

- #281-74 A By-law to accept a Deed of Land and to establish
lands described therein as part of the municipal
highway system. (Committee of Adjustment File
CAB 121-73. This is a 10 ft. widening on Cliff
Road - east side at the corner of Crewenan Road.
This by-law replaces By-law #251-74.)

THREE READINGS

- #282-74 A By-law to establish certain lands as part of
the municipal highway system. (In Registered
Plan 913 - south of the Lakeshore and east of
Southdown Road. In accordance with provisions
of the Engineering Agreement the lifting of these
one foot reserves has been approved by Engineer-
ing. Portions of Inverhouse Drive and Lakeshore
Road being opened to allow access into the pro-
posed commercial development - strip stores.)

THREE READINGS

- #283-74 A By-law to authorize the execution of an agreement
between Hillside Village Limited and The Corpora-
tion of the City of Mississauga. (This agreement
is a requirement of the Committee of Adjustment
and provides for the protection of various common
rights-of-way interests of the Condominium Cor-
poration located at Constitution and Dundas St. E.)

THREE READINGS

MOTIONS
NEW BUSINESS
CONFIRMING BY-LAW

3578 Golden Orchard Drive,
Mississauga, Ont. June 5/74.

C1

City Council,
Mississauga City Centre,
Burnhamthorpe and Hurontario,
MISSISSAUGA, Ontario.

RECEIVED

JUN 7 1974

ALYONS OFFICE
To Council
H.

Dear Sirs: Re: Munisan.

There is an article re the above in tonight's edition of
The Toronto Star, Peel-Halton section, which moved me to write this
letter.

My husband and I are middle-aged, born in Toronto, lived
there until after the war. Since, we have lived in York Township, North
York (for 15 years) and for the past five in Mississauga. We are con-
tinually amazed at the remarkable service we get in the garbage pickup
department. Nowhere else would garbage be picked up in the evening (if
time ran out by normal quitting time before all garbage left on the
streets had been picked up). No pickups are made in Metro on any public
holiday and the taxpayers are put to great expense for the advertisements
explaining alternate pickup days for those holidays.

We believe this is the finest system we have ever experienced
and often say that Metro should find a private company to look after
their garbage. Don't knock what you have. You'll hunt a long time to
better it, if ever.

Yours very truly,

Vernice Strachan
Vernice Strachan (Mrs.K.R.)

C2

1190 Forestwood Drive, #705,
Mississauga, Ontario.
May 16th. 1974.

Mayor Martin Dobkin,
Members of Council of Mississauga,
City Centre,
Mississauga, Ontario.

Gentlemen and Ladies:

It is with the greatest reluctance that I write this letter today to you all. I am a "spare" Crossing Guard with the City of Mississauga and have been employed in this capacity for well over a year now. I enjoy my work greatly as it affords me an opportunity to travel all over Mississauga within the areas we are bounded to cover, to meet with all the school children at the wide variety of crossings we have in Mississauga.

This has afforded me the opportunity of working at almost every crosswalk we have in the immediate central area as well as Sheridan Homelands, Erin Mills and the Bloor area.

I have worked very quiet crosswalks and the busiest walks at T. L. Kennedy and Cooksville Public School on #10 Highway, the Crosswalks at #5 Highway - these two in my opinion are extremely busy and very dangerous to guard and child alike. Paisley and #10 is another walk that can be very harrowing at times and I myself have been nearly hit two or three times and witnessed what could have been a tragedy if not for the quick thinking of driver and guard alike.

My point is this:

There appeared in the Mississauga Times May 8th. and again yesterday, May 15th. an article attributing statements to Mayor Dobkin firstly, and laterly Councillor Hazel McCallion that Mississauga Crossing Guards are stopping traffic illegally!

Now I do understand this to be true - but Gentlemen and Ladies - do you realize how very serious your statements have become in relation to the job the Crossing Guards are asked to do, especially having them published in the paper?

As a result of these published statements our job has become much more difficult to do.

At the best of times, dealing with irate and disgrundled motorists can be trying and frustrating but now! -

C2a

It has been my personal experience since last Wednesday that motorists have lost whatever grudging respect they might have had and now act like they would rather run over us than stop.

As a matter of record, May 9th. - the day after Mayor Dobkin's statement appeared, one spare guard replacing an ill guard at a crosswalk was told by a motorist to "get the h--- off the road with her little sign as she had no legal right to be there and he had more legal right to the road than she ever would."

Now I ask you in all fairness, how are we to handle and contend with the attitude of some or most motorists on the road?

We are there to safeguard children's lives and to see them safely across the streets and all at the request of parents who demanded that a crossing guard and crossing be established at the close to one hundred crossings we now have in Mississauga for their childrens safety!

Some of these very parents are now taking a scornful attitude towards the guards, forgetting that somewhere else in Mississauga their child is being guided safely across the street by a guard who has no legal right to be there and stop traffic!

This attitude is also being reflected by those school children old enough to read and understand and is copied by the younger children who do not understand but feel "if the older children can do it why can't we?"

This in turn makes our position almost untenable - what with motorists ordering us off the roads and children ignoring our requests to obey the Traffic Safety Rules at the crosswalk.

A statement attributed to Councillor Killaby also gave a very wrong impression. We do not cross pedestrians. We cross school children only at crosswalks in Mississauga. If pedestrians wish to cross at the crosswalks they do so at their own risk and without benefit of a guard. If they choose to cross with the children there is nothing we can do about it but again, I reiterate - we do not cross pedestrians!

What can be done about the situations I have discussed in this letter, I have no idea - as the trouble already exists and we (the guards) are going to have to begin all over again to win the respect of the children alone - motorists -? Another area altogether.

Our children are precious to us all and none of us wants to see a child - or for that matter - a guard hurt or even killed at a crosswalk because some hot headed motorists feels we have no legal right to be there let alone having the audacity to stop him especially if he or she is in a hurry to get somewhere.

C2h

Can something be done to rectify this situation?

I feel the majority of Crossing Guards in Mississauga enjoy what they are doing and wish to do the best job possible but under the circumstances how do we cope and at the low rate of pay we get for a job I consider well done.

The paper has not stated in any way, shape or form that we have any rights to be there at all and as I understand it we do have the right to be there as a pedestrian in the least place and all motorists are obliged to stop for pedestrians according to Traffic Safety Laws!

Even bicyclists are running our Stop Signs and children can be hurt by being run down by a bicycle.

Perhaps the Police could issue a statement to the papers revealing our rights to be there or what we can and cannot do.

Something must be done.

Thank you for your time and attention.

Yours most respectfully,

Lynda Barnier.

THE CHILDREN'S AID SOCIETY OF THE REGION OF PEEL

C3

Paul A. Mansfield
Local Director

Reply to letter of

May 31, 1974.

Mr. D.R. Turcotte,
Clerk,
City of Mississauga,
1 City Centre Drive,
Mississauga, Ontario.

Re: New Group Homes located
in Mississauga

Dear Mr. Turcotte:

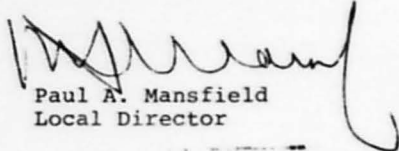
Further to our letter of September 5, 1973
informing the municipality of the above, please be
advised that another group home is presently being
established at the following address:

199 North Service Road,
Mississauga, Ontario.

Again, as per our previous understanding
no action is required on your part at this time.
Should there be subsequent citizen concerns, then
these would be dealt with when they occur.

Please do not hesitate to telephone me
should you have any questions in this regard.

Yours very truly,


Paul A. Mansfield
Local Director

PAM:df

☐ Main Office:
49 Kennedy Rd. S.
Brampton,
L6W 3E1
Tel. 453-4200
Caledon East,
Tel. 581-2370

4426
JUN 3 1974
CLERK'S DEPARTMENT

☐ Sub-Office:
2701 A Highway 8
Mississauga
L5A 2G1
Tel. 270-5000



C4

June 10, 1974

Mr. D. Turcotte, City Clerk
City of Mississauga
Clerk's Department
1 City Centre Drive
Mississauga, Ontario

RECEIVED	
REGISTRY No.	5620
DATE	JUN 10 1974
FILE No.	723028
FILED BY	
CLERK'S DEPARTMENT	

Dear Sir:

Re: Proposed Preservicing of Neighbourhood 104C
Draft Plan #21T-23028
Part Lots 31, 32 and 33, Range 3, N.D.S.
Your File: P.N. 74-053

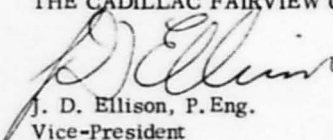
In accordance with the policy of the City re servicing of proposed residential plans of subdivision prior to registration, we request that you inform Council of our intention to install the internal underground services in the above mentioned neighbourhood.

Attached please find the required letter of undertaking and deposit cheque together with a Schedule of Performance of construction which will commence upon receipt of the necessary Engineering Department approvals.

Yours very truly,

THE CADILLAC FAIRVIEW CORPORATION LIMITED

JDE/ar
Encls.


J. D. Ellison, P. Eng.
Vice-President

c.c. Mr. H. Rutherford, Regional Clerk
Mr. E. Bodnar, City Engineer
Mr. V. S. Doerr, City Subdivision Engineer
Mr. W. J. Anderson, Commissioner of Public Works
Mr. C. Leavens, Chief Engineer, Region Sanitary Sewer Branch
Mr. A.P. Kennedy, Regional Director of Waste & Water

NOTE: Lands located south of Burnhamthorpe
West of Glen Erin Drive.

The Cadillac Fairview Corporation Limited
1200 Sheppard Avenue East Telephone (416) 226-4111 Postal Address: Box 22000, Station "A", Toronto, Ontario M5W 1W2, Canada

MOSCOE & MOSCOE

BARRISTERS & SOLICITORS • 80 RICHMOND STREET WEST • SUITE 1605 • TORONTO, CANADA M5H 2A4 • (416) 362-7896

H. R. MOSCOE, Q.C.

SYDNEY MOSCOE, Q.C.

OUR FILE B-490

May 31st, 1974

The Mayor
and the Members of Council
City of Mississauga
1 City Centre Drive
Cooksville, Ontario

RECEIVED	
REGISTRY No. 5358	JUN 8 1974
DATE JUN 13 1974	MAYOR'S OFFICE KE
FILE No.	
FILED BY 31-74	
CLERK'S DEPARTMENT	

Dear Sirs: Re: Steve and Irene Bartus
1252 Hurontario Street - Mississauga

We act on behalf of the above-named couple the owners of the premises at 1252 Hurontario Street which were severely damaged in the floods which took place some two weeks ago.

A good deal has been written in the public press concerning the flooding in various parts of Ontario. Our clients suffered extreme damage due to the fact that the water in the creek at the rear of their property flowed up and over the banks, washing away the banks and the fence in the process and flooded their basement, which included living quarters, to a depth of approximately 4 feet.

I do not believe it necessary for me to describe in vivid detail the destruction of fine home furnishings which took place. The entire basement, which was fully furnished and contained living quarters, has been totally destroyed with a loss approaching \$12,000.0. There is of course no insurance that covers such damage.

The dampness and smell now permeates the entire premises and they have in fact become quite unlivable. It appears that as the water came down the creek it carried with it broken branches, tree limbs and other debris which formed a dam in the bend of the creek approximately 20 yards from the corner of our clients' dwelling which caused the land to wash away and the water to rise up through the basement floor. The water did not come through the windows.

C5a

The Mayor and the Members
of Council

May 31, 1974

At the same time the embankment has been washed away to the point that the foundation walls are now just a scant few yards from the edge of the creek bed. Our clients can no longer live in the premises, and we believe that an inspection by health authorities would likely deem them unfit for human habitation at the present time. We are not aware as yet as to whether there is permanent damage to the footings and foundation walls, but our clients are not prepared to continue living in the premises with the close proximity of the creek bed.

We understand that on May 23rd in the Provincial Legislature, the Province of Ontario agreed to extend compensation to those people who have suffered losses from flood damage under The Disaster Relief Assistance Programme. In order to qualify, a Municipality must apply to the Government to have the area declared a disaster relief area. The Municipality then establishes a Committee to raise funds, settle the claims, which the Government will match dollar for dollar.

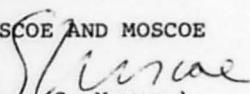
We respectfully ask of this Council and its members that immediate action be given to purchasing our clients' property as we believe an inspection of the premises will reveal this is the only satisfactory way the problem can be resolved. Our clients have made arrangements to purchase other premises as they have no choice but to move out.

We would appreciate a very early meeting with you, your Council or the appropriate officials of your Government to have the premises evaluated and arrangements made for an early closing.

We await your early reply.

Yours very truly,

MOSCOE AND MOSCOE


Per (S. Moscoe)

SM:da

TO: Reeve of the Town Council,

19 April, 1974

Port-Credit, Ontario,

Canada

RECEIVED

CL

MAY 30 1974

Dear Sir ,

MAYOR'S OFFICE

I am a German Police historian and also collector of Police metal badges.

To complete my interesting and historic collection of canadian Police metal badges, I want old and now obsolete Constable, Corporal and Sergeant cap badges and particularly breast-shield and pocket(wallet) metal badges from your Town Police Departement, the ex- Port Credit Police , now Regional Police.

(only metal badges).

I have already contacted the former Town Police Office and also the new Regional Police Headquarters, but without luck. Now I will be very hopeful if you or any member from your Town Council can help me personal with such wanted old metal badges. Perhaps from former or retired Town-Police Officers. I will be very thankful and can send you money for any cost.

Since I possess already a large number of metal badges from various Ontario Police Forces you can quite understand, that I also would be very pleased to possess any old metal badges from your ex - Town Police Department.

I'll be very hopeful your Town can help me in this matter and will be thankful to hear from you again.

Yours very truly ,

Manfred Bordsch
(Police Inspector + Historian)

From:

Manfred Bordsch

D - 3011- GARBSEN, (Hannover)

Auf Der Horst 27 - B

West - Germany

RECEIVED

REGISTRY No. 5356

DATE JUN 13 1974

FILE No.

FILED BY

7-74
CLERK'S DEPARTMENT



Meadowvale
a new town in the country

May 31, 1974

Mr. E. Bodnar, P. Eng.,
City Engineer,
The City of Mississauga,
1 City Centre Drive,
Mississauga, Ontario.

RECEIVED
4816
12-74

Dear Mr. Bodnar:

re: Lot Grading and Lot Drainage
Seminar

Thank you for the opportunity to participate
in the above seminar.

You are to be congratulated on the
organization of a meeting such as this, particularly
since it brought together representatives of all
parties affected by this element of development within
the City.

Our company will be pleased to participate
in any future seminars on this or other matters, and
look forward to the continued co-operation between
public and private sectors in the City of Mississauga.

Yours very truly,

K. C. Comyns
K. C. Comyns, P. Eng.,
Vice-President,
General Manager, Meadowvale

KCC:ab

cc: Mr. D. Turcott ✓

ORGA

312 DOLOMITE DRIVE
SUITE 210
DOWNSVIEW, ONTARIO
PHONE (416)
661 - 2452

Ontario Retail Gasoline & Automotive Service Association

SERVING THE INTERESTS OF MORE THAN 13,000 GASOLINE RETAILERS IN ONTARIO

June 6, 1974

C9

Mayor M. L. Dobkin,
Mayor of Mississauga,
1 City Centre Drive,
Mississauga, Ontario.

RECEIVED

JUN 1974

MAYOR'S OFFICE

AK

Your Worship and Honourable Members:

We pray your indulgence and the careful consideration of the enclosed brief regarding "Self-Serve Gasoline Facilities".

We are cognizant of the fact that you are probably very busy with many matters pertaining to your municipality, however, we feel this marketing trend is of sufficient import to warrant its discussion at your earliest council meeting.

Should you require further discussion or personal representation in this matter, please contact the undersigned.

Respectfully yours,

George H. Coates

George H. Coates

Association Manager

GHC/la

BRIEF

C9a

Regarding "Self-Serve Gasoline Facilities"

The Ontario Retail Gasoline Association has been established for thirty-six years. Our organization is licensed as a non-profit Trade Association with letters patent under the laws of the Province of Ontario.

Our role, as the official industry spokesman, is through knowledge and education to help stabilize the industry, encourage honesty and ethical business and assist to create a more professional attitude within the industry.

We are deeply concerned that, after leading the way in the field of safety through the Gasoline Handling Act (1966), the Provincial Government is now allowing the installation of self-serve gas bars throughout the Province. For several years, the Province has granted permits to self-serve operations only on a controlled basis, however since October, 1973, the Province has now placed the responsibility upon the governing municipality, and will grant a permit to this type of facility providing the municipality has approved the installation.

As a mature and responsible association, we strongly object to this type of installation for the following reasons.

c9b

- 2 -

1. SAFETY

Gasoline is one of the most dangerous products on the market to-day, and must be handled carefully and by responsible people who are aware of the dangers and know how to handle it. We submit that the average motorist should not be dispensing gasoline. An accidental spillage on the pavement or clothing presents a potential hazard and death trap.

The safety regulations require the engine to be shut off and no smoking within 10 feet while gasoline is being dispensed, however a motorist in a hurry, could forget these regulations and a serious disaster could occur. For safety reasons alone, we feel it is a detriment to the public to allow the self-serve operations to exist.

2. APPEARANCE &
COMMUNITY
VALUE

The self-serve operation is nothing more than a control booth and pumps. The installation is inexpensive and the appearance does not enhance the environment, and some are merely an eyesore. In addition to this, these operations are occupying prime locations but are not contributing the maximum dollar return to the municipality. The self-serve gas bar employs generally only one person in the control booth as compared to several

C9c

attendants in the normal service station operation. As a result, if the self-serve operation becomes widespread, many people will be eased out of the labour force, some of which will become a burden to the community.

3. MAINTENANCE

Most motorists have become accustomed to the diligent and conscientious care of their car as provided by the service station operator. When a motorist drives in for gasoline, most prudent operators will check tires, battery, oil, fan belts, wipers and clean the windows, and advise the motorist of any item that requires attention. The self-serve operation does not provide this service and as a result many cars will be operating with defective items unknown to the motorist.

4. POLLUTION & ENERGY

In our society to-day, the trend is toward pollution control and conservation of energy. Only a properly tuned and maintained vehicle will operate efficiently. An untuned or badly maintained vehicle adds to pollution and consumes too much energy.

5. MECHANICAL FITNESS

The Provincial Government is endeavouring to provide safety checks, and to take unsafe vehicles off the road.

C9d

The percentage of unsafe vehicles on the road, even now, is proof that adequate maintenance is not carried out in many cases. The self-serve operation can only add to this unsafe list without the normal check of the service station staff.

We recognize that the modern trend in retailing is toward self-serve. Groceries, drugs, shoes, department stores, liquor and many other commodities are now sold in this convenient manner. We would, however, remind you that any item that presents any danger whatsoever is still sold on a personal basis, and it is doubtful if some drugs, guns, poisons etc. will ever be sold at a self-serve. These items, like gasoline, are safe if used properly, but all are potentially dangerous if misused or not handled properly.

More and more women are driving cars, and although some would not object to dispensing gasoline into their own cars, we suggest that the majority would not wish to purchase gasoline on this basis.

We feel that the divorcement of gasoline from the service station operation and in particular, the self-serve facility is a regressive step in our

C92

industry and not in the best interests of the motoring public.

Most service station operators will admit that their profit on the sale of gasoline is very small, and in some cases hardly worthwhile, and some would undoubtedly be pleased to operate without it, however, as a service industry and as a responsible association, we feel that the self-serve operation should be banned. It is nothing more than an additional tool to allow the foreign owned petroleum giants to control the retail market at the expense of the people of Ontario.

We therefore urge you, to explore this new trend, with a sense of duty and responsibility, and we feel sure that if you sincerely and seriously consider all the facts and their effects upon the community in which you serve, you will agree with us, that self-serve gasoline facilities should not be approved.

We submit this presentation as a public service for your perusal and serious consideration.

Respectfully submitted

George H. Coates
Association Manager.
Ontario Retail Gasoline Association.

GHC/1a

C94

Self-serve gas bars on thin edge of law

By ROBERT WILLIAMSON
Self-service gasoline stations in Ontario have not been operating to the strict letter of the law.

And there is still a doubt, a Government official said yesterday, that self-serve practices increasingly popular with oil companies have been properly covered by new provincial regulations.

General procedure at the self-serve bars is for a motorist to work the pump and then walk over to a central control shelter and pay an attendant, often a female.

It's a great labor-saver for the oil companies. But that's where the problem arises.

Special permits have been necessary for each new self-

serve station. Old regulations required that a "competent, trained employee" be in constant, immediate attendance at a motor vehicle while it was being refuelled.

New regulations have dropped the word immediate, but still require a trained employee to be in constant attendance at a motor vehicle.

It's not possible for an attendant to be at six cars being fuelled at the same time by their owners, H. Y. Yoneyama, executive director of the technical standards division of the Ministry of Consumer and Commercial Relations, said yesterday.

"If the regulation is taken literally, then legally we could be in trouble."

Four companies already operate about 50 self-serve gas stations in the province. Numbers in urban centres are expected to multiply rapidly.

Gulf Oil Canada Ltd. has nine in operation and five more under construction.

Mr. Yoneyama said it was not the Government's intent to make life difficult for the station operators.

Its major concern is safety, which is largely met by having shut-off equipment covering every pump installed in a central console to be operated by the attendant where a motorist is smoking or fails to turn off his car engine.

"Statistics to date indicate that self-service is not really causing us too much of a problem."

John Clement, Minister of Consumer and Commercial Relations, said that if the regulation causes problems it will have to be reconsidered.

"But we're very concerned with the training of people in the handling of this very dangerous liquid."

City of Mississauga

MEMORANDUM

010

To D. R. Turcotte, City Clerk
.....
Dept.

From C. C. Moore
.....
Dept. Building, Zoning and License Dept.
.....

June 5, 1974

Dear Sir:

We enclose herewith a letter received from the Central Mortgage and Housing Corporation with respect to the City of Mississauga Standards of Maintenance and Occupancy By-law Number 10989, in relation to financing under the RRAP provisions of the National Housing Act Section 31.1.

Any action taken pursuant to the RRAP would appear to fall within the jurisdiction of your department and council; hence this memorandum.

Yours very truly,

C. C. Moore

C. C. Moore
By-law Enforcement Supervisor
Building, Zoning and License Department

CCM:ws
Encl.

RECEIVED	
REGISTRY No.	4961
DATE	JUN 6 1974
FILE No.	
FILED BY	139-M
CLERK'S DEPARTMENT	

- * Please note that By-law Number 10989 is the appointment of a Minimum Standards Enforcement Officer; the Standards of Maintenance and Occupancy By-law bears the number 10851.

CENTRAL MORTGAGE AND HOUSING CORPORATION
SOCIÉTÉ CENTRALE D'HYPOTHEQUES ET DE LOGEMENT

Toronto Office • 650 Lawrence Ave. W. • Toronto M6A 1B2, Ont.
Bureau de Toronto • 650 avenue, Lawrence • Toronto M6A 1B2, Ont.

C10a

May 30, 1974

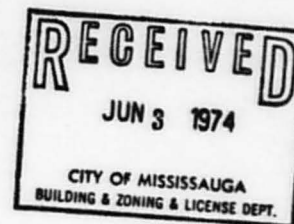
City of Mississauga
1 City Centre Drive
Mississauga, Ontario
L5B 1M2

Attention: Mr. C.C. Moore
Bylaw Enforcement Supervisor

Dear Sir:

File: 156-1

Re: Housing Standards Bylaw No. 10989



This is further to various recent correspondence whereby we have been reviewing your bylaw for appropriateness for lending under our RRAP provisions of the National Housing Act, Section 34.1.

As the result of this review, we are pleased to advise that we consider your bylaw #10989 supplemented by your policy in dealing with multiple family dwellings and rehabilitation to be fully appropriate for purposes of these loans. We wish to make this comment as a matter of record only in the event of some future interest in this program. We are not in a position at this time to give any undertaking that such lending will take place.

We wish to express our appreciation for the co-operation by various City officials to our inquiries.

Yours very truly,

A handwritten signature in dark ink, appearing to be "L.J. Lappi", written over a horizontal line.

L.J. Lappi
Branch Engineer

LJL/db

RECEIVED

JUN 1974

MAYOR'S OFFICE



Canadian National Railways

Toronto Area

Room 1219
20 York Street
Toronto, Ontario
M5J 1E7
10 June 1974

Your file: 47-73
Our file: 1935-97

Mayor & Members of Council
Town of Mississauga
Mississauga, Ontario
L5B 1M2

Gentlemen:

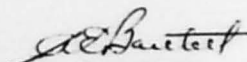
The purpose of this letter is to formally advise you that the Station Agent, Malton Station, Scarborough Street, will be removed on completion of his regular tour of duty 14 June 1974.

This action is being taken in accordance with Canadian Transport Commission Order No. E-16399 dated 19 April 1973. A shelter will be maintained to accommodate the needs of the travelling public and the shelter will be:

- (a) kept open, clean, heated, lighted and equipped with sanitation facilities, and,
- (b) equipped with a direct line telephone service for passenger information.

Signs have been erected to reflect the telephone numbers to be called for Carload Freight, Express, Telecommunications and Passenger Information.

Yours truly,


A. E. Bartlett
Superintendent-Toronto



Minister
Fisheries Canada

Ministre
Pêches Canada

C12

Ottawa, Ontario.

K1A 0H3

JUN - 6 1974

JUN 1974

RECEIVED
MINISTER'S OFFICE

Dr. M.L. Dobkin,
Mayor,
Corporation of the Town
of Mississauga,
Mississauga, Ontario.
L5B 1M2

Dear Dr. Dobkin:

Thank you for your letter of May 8, 1974,
concerning government wharf property at Port Credit.

You are quite correct that the jurisdiction of
the facilities at Port Credit has been shifted to this
Ministry. Unfortunately, your enclosures mentioned
have not been received with your letter.

Our Regional Manager of Small Craft Harbours,
Mr. M.H. Moffatt located at Box 344, Burlington, Ontario,
will be delegated to appear before the Council to bring
you up to date on details as to present status, future
plans, etc., in regard to the government wharf at Port
Credit.

Please contact Mr. Moffatt when you have
determined that day on which you wish to have him appear
at Council.

Thank you for your interest in this matter.

Yours sincerely,

Jack Davis ps93

Jack Davis.

C12a

May 8, 1974.

Mr. Jack Davis,
Ministry of the Environment,
Room 511 South,
House of Commons,
Parliament Buildings,
Ottawa.
K1A 0A6

Dear Mr. Davis:

In January 1974 the Council of the City of Mississauga resolved that the Federal Government appear before the Council of the City of Mississauga and inform the Council as to what plans the Federal Government had in relation to the Government Wharf property at Port Credit.

Since January the jurisdiction for harbours has been shifted from the Ministry of Transport to the Ministry of the Environment. Enclosed is a reply which was received from the Ministry of Transport.

Would you please, Mr. Minister, delegate someone in your ministry to appear before the Council of the City of Mississauga, and give us complete details as to what the present status, and any future plans that you may have in regards to the Government Wharf at Port Credit.

Yours truly,

MLD:sn
Encl.

M. L. Dobkin, M. D.
Mayor

c.c. Mrs. M. H. Spence
Mr. H. Wolf
Mr. B. Gregory

77 City Centre Drive
Mississauga, Ontario
L5B 1M6
Telephone (416) 270-7000

S.B. McLaughlin Associates Limited

C13

May 30, 1974.

Mr. D.R. Turcotte, A.M.C.T.,
City Clerk,
City of Mississauga,
One City Centre Drive,
Mississauga, Ontario.

RECEIVED

MAY 30 1974

MAILING OFFICE

Dear Mr. Turcotte:

Re: Cooksville Creek Channelization Improvements - City File 150-74

On May 22, 1974, the Mississauga Council passed a resolution directing our Company to stop any creek improvement work on the Cooksville Creek channelization between Central Parkway and Mississauga Valley Boulevard. As a result of this resolution, and following technical meetings with some members of Council and City staff, we were requested to prepare a report on the matter for presentation to General Committee on Friday, May 31, 1974.

It was recognized that deviations from the Engineering Agreement with the City with respect to the creek channelization could affect the land use on the block of land to the west of the Cooksville Creek known as Block J. During discussions concerning land use that Councillor Killaby and the Mayor held on separate occasions with our Planner, Mr. John Montague and with Mr. George Goldlist, it was suggested that a possible way of handling any land reductions resulting from alternative creek schemes would be the relocation of density on other parts of the site. The Goldlist company is in the process of defining alternative land use proposals for Block J for completion next week.

Our Company has entered into a legal agreement with Goldlist with respect to these lands which agreement is, in turn, predicated on the engineering agreement between our Company and the City. Any modifications of that portion of the agreement dealing with the Cooksville

cont'd. /2

D.R. Turcotte

- 2 -

May 30, 1974

C13a

Creek channelization must be made in the context of a satisfactory alternative land use.

We request permission to defer discussion of the creek channelization until next week when Goldlist's study of alternative land use will be complete.

Would you kindly read this letter to Council in lieu of our engineering report.

Yours truly,

W.A. Bodrug
Manager - Land Development
and Residential Properties

/mt

His Worship M. L. Dobkin

C14

Ontario

Office of the
Minister

Ministry of the
Environment

416/965-1511

135 St. Clair Avenue West
Toronto Ontario

May 31, 1974

Mr. Paul V. Godfrey
Chairman
Metropolitan Toronto Council
New City Hall, 2nd Floor
Toronto, Ontario
M5H 2N1

RECEIVED

JUN 3 1974

MAYOR'S OFFICE

Dear Paul:

I am very pleased to inform you that approval in principle has been granted to the 'Watts from Waste' project, based on the final report submitted by the joint study team which, of course, included a representative of Metro Toronto.

Further, in view of the experimental nature of the project, since the use of beneficiated waste as a fuel in utility boilers has not been fully proven, my Government has agreed to consider funding in accordance with the recommendation contained in the final report.

This recommendation provided for a grant of three and one-half million dollars to Ontario Hydro to fund the necessary modifications to the Lakeview Generating Station. I understand that negotiations have been proceeding at staff level with Ontario Hydro, related to the value of the waste on this basis.

A contribution of one and one-half million dollars was also recommended to assist the Corporation of Metropolitan Toronto in the cost of processing equipment to be installed at the transfer station which is to be constructed by Metro in the Borough of Etobicoke.

The Government of Ontario is, therefore, prepared to consider funding of this project to a total of five million dollars, subject to review of the detailed arrangements prior to entering into a formal agreement.

C14a

Page No. 2

Mr. Paul V. Godfrey, Toronto, Ont.

May 31, 1974

I hope that this cooperative program can proceed quickly; it represents a significant first step towards our goal of developing resource recovery facilities, instead of waste disposal, throughout Ontario.

Yours very truly

William G. Newman
Minister

RECEIVED
JUN 11 1974
H.M.
MANAGEMENTS OFFICE

NOTICE

mD
C15

ONTARIO HOUSING ACTION PROGRAM

PEEL REGIONAL OFFICE

THE O.H.A.P. OFFICE FOR THE REGION OF PEEL IS
NOW OPEN. ALL CORRESPONDENCE SHOULD BE ADDRESSED
TO:

ONTARIO HOUSING ACTION PROGRAM
230 LAKESHORE ROAD EAST
SUITE 320
MISSISSAUGA, ONTARIO
L5G 1G7

TELEPHONE: 274-1583

J. D. STRACHAN
HOUSING CO-ORDINATOR

JUNE 4, 1974

RECEIVED
JUN 11 1974
4912
191-71

BUILDING REPORT
MONTH OF MAY 1974

R1

	MAY 1974	TOTAL TO END OF MAY 1974	TOTAL TO END OF MAY 1973
RESIDENTIAL	\$ 17,223,347.00	\$ 62,694,132.00	\$ 58,878,781.00
COMMERCIAL	1,292,985.00	4,260,849.00	7,374,299.00
INDUSTRIAL	6,990,580.00	29,018,880.00	24,368,340.00
SCHOOL	-	1,951,900.00	1,701,500.00
CHURCH	-	755,000.00	1,000.00
TOWN	-	-	63,300.00
GOVERNMENTAL	-	186,000.00	1,112,000.00
	\$ 25,506,912.00	\$ 98,866,761.00	\$ 93,499,220.00

NEW DWELLING UNITS	680	2,377	3,295
PERMITS ISSUED	580	1,809	1,930
NEW INDUSTRIAL BUILDINGS	15	55	70
NEW COMMERCIAL BUILDINGS	2	10	13

c.c. Fire Chief J. R. Miller
 Chief D. Burrows
 Messrs: R. Beach
 G. Cooper
 R. Edmunds
 A. Spratt
 F. Colin Westall
 J. Monteith

NEW INDUSTRIAL BUILDINGS - MAY 1974

OWNER	LOCATION	VALUE	SIZE	TYPE
			sq. feet	
Minuk Construction & Eng. Ltd.	7475 Kimbel Street	406,000.00	58,400	Decor Block
Slough Estates	7621 Bath Road	185,000.00	21,756	Masonry & steel
Slough Estates	7631 Bath Road	370,000.00	43,760	Masonry & steel
Slough Estates	7611 Bath Road	121,000.00	12,156	Masonry & steel
Angelo Banducci	3535 Hawkestone Road	87,000.00	9,444	Masonry
Loycon Developments	5322 General Road	413,000.00	37,093	Masonry
Klipspringer Limited	2540 & 2560 Rena Road	800,000.00	105,678	Masonry & steel
Sherwin Homes	5404 Maingate Drive	415,000.00	48,750	Masonry
Whitehorn-Mississauga Prop.	1225 Dundas Street	420,000.00	60,552	Steel & brick
E. Milani	2633 Drew Road	197,000.00	19,840	Masonry
Zureit Holdings Limited	7635 Kimbel Street	360,000.00	36,000	Brick & block
Mason's Masonry Supply Ltd.	6291 Netherhart Road	115,000.00	11,400	Masonry
Harbridge Development	2345 Stanfield Road	1,350,000.00	204,500	Masonry
Everlast Construction Ltd.	2360 Cawthra Road	653,000.00	76,800	Masonry
Zureit Holdings Limited	7625 Kimbel Street	328,000.00	37,900	Brick & block

22

RESIDENTIAL SUMMARY

MAY 1974

R3

Single	Semi-Detached	Apt. over Stores	Apartment Buildings	Row Dwellings	Multiple Horizontal Dwellings
106	112	-	1-215 1-36 1-48	163	-

MULTI-RESIDENTIAL BREAKDOWN

<u>OWNER</u>	<u>LOCATION</u>	<u>VALUE</u>	<u>UNITS</u>
<u>ROW DWELLINGS</u>			
Victoria Wood Developments	2700 Aquitaine Avenue	998,028.00	48
Vroom Developments	Gulleden Drive	488,000.00	19
Vroom Developments	Gulleden Drive	2,371,000.00	96
<u>APARTMENT BUILDINGS</u>			
Eastcan Holdings Ltd	2001 Bonnymede Drive	3,913,000.00	1-215
Victoria Wood Development	2700 Aquitaine Ave.	607,000.00	1-36
Victoria Wood Development	2700 Aquitaine Ave.	920,000.00	1-48

R4

June 6, 1974

General Committee,
City of Mississauga,
Mississauga, Ontario.

Ladies and Gentlemen:

Re: Rain Storm May 16/17, 1974
- Insurance Claims

As a result of the rain storm and severe flooding experienced during the night of May 16/17, many claims for damages have been received by the City. To-date, these number in excess of 135. It is anticipated that, as a result of an advertisement appearing in the local newspapers this week, many more such claims will be forthcoming.

It is impossible for the present staff to investigate each incident to prepare a report thereon and submit this to the City's insurers within a reasonable period of time. A form letter will be mailed to each claimant advising that such an investigation will be made, but pointing out that a considerable delay will result because of the large number of claims to be processed.

In order to speed up the process of investigation, we recommend that assistance be obtained in the form of properly qualified personnel supplied by a variety of consulting engineering firms in the Mississauga area. We have polled nine such firms and have received assurance that four or five suitably qualified personnel would be available during the next month. Fees payable for this service would be in accordance with the standard per diem rates set by the Association of Professional Engineers of Ontario. The estimated cost of employing four such individuals

...2

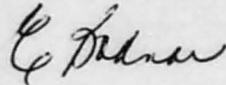
Chairman and Members,
Engineering and Works Committee.

R4a
June 6, 1974

- 2 -

for a period of one month is in the vicinity of \$8,000.00.
A Resolution to give effect to this proposal is forwarded
herewith.

Yours very truly,



E. Bodnar, P. Eng.
City Engineer.

KMM/ib

City of Mississauga

MEMORANDUM

R5.

To Mr. D. R. Turcotte

From . Mr. R. G. B. Edmunds

Dept. City Clerk

Dept. . Planning

June 10, 1974.

File: B/L 10,790 &
B/L 10,795

Dear Sir:

Re: Restricted Area By-law 10,790 and 10,795

Thank you for your memorandum of June 4, 1974, concerning the above noted.

If your interpretation of the Ontario Municipal Board's directions is correct, my consequent opinion is that the subject By-laws should be re-enacted by City Council without the revisions suggested by the Planning and Development Committee, to avoid any delay in securing the Board's approval of the land use controls inherent in the By-laws. While the Committee's recommended revisions are appropriate they are not of sufficient importance to place the by-laws back at the "starting position".

It would be appropriate I suggest to see whether George Olah agrees with my opinion; if he does, arrangements should be made for Council to consider an amendment to the Planning and Development Committee Report.

Yours very truly,

RECEIVED
REGISTRY No. 5164
DATE JUN 11 1974
FILE No. 10790
FILED BY 10795
CLERK'S DEPARTMENT

RGBE/gt

R. G. B. Edmunds,
Commissioner of Planning.

NOTE: See Item 5, Planning & Development Com. Report dated May 29, 1974. By-laws will be available.

City of Mississauga

R6

MEMORANDUM

To .. Mayor M. L. Dobkin

From .. D. R. Turcotte

Dept

Dept .. City Clerk

June 12, 1974.

RECEIVED

JUN 1974

Re: Ward Boundary Re-distribution

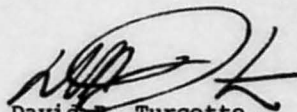
MAYOR'S OFFICE

Further to your request I wish to advise that the mechanics of changing ward boundaries is set out in Section 13 of the Municipal Act, R. S. O. 1970, Chapter 284, as amended, and is restricted by subsection 6 of Section 3 of Bill 138 - Regional Municipality of Peel Act.

Basically, Council must consider various proposed changes, taking into consideration population and, after adopting a proposal, submit a request to The Ontario Municipal Board. The Board will direct that satisfactory notice of the proposed changes be given and set a date for a subsequent hearing. The Board, in its order, will, after the re-division is approved, set the date on which the re-division will become effective.

If it is your intention to introduce this matter to Council it should not be done prior to the School Board Election which has already been geared up based on existing ward boundaries, and it would be next to impossible to make a change at this late date. The staff will also require a month's notice prior to its introduction to Committee in order that the necessary maps can be made available outlining population by area so that Council, when re-dividing the city, may have adequate population figures set out.

If I can be of further assistance please do not hesitate to give me a call.


David R. Turcotte,
City Clerk

DRT/d

City of Mississauga

MEMORANDUM

R6

To ALL MEMBERS OF COUNCIL.

From David R. Turcotte,

Dept

City Clerk
Dept

June 14, 1974.

RE: OFFICIAL PLAN AMENDMENT #245

We have been advised by the Planning Commissioner that he will present a report to Council with regard to Amendment #245. This report will be handed out to members of Council at the meeting.

DAVID R. TURCOTTE.

DRT/d

City of Mississauga

MEMORANDUM

To General Committee of Council.....

From Mr. E.M. Halliday,.....

Dept. City of Mississauga.....

Dept. Recreation and Parks.....

June 14, 1974

Re: Tender TR 17 - 1974
Supply & Installation
of Draperies for
Cawthra Senior Citizens' Centre

The following tenders were received for the supply and installation of Draperies for the Cawthra Senior Citizens' Centre:

- | | |
|--|------------|
| 1) Simpson's Contract Division
29 Gervais Drive,
Don Mills, Ontario | \$ 883.24 |
| 2) Avebla Ltd.,
51 Comstock Road,
Scarborough, Ontario | \$ 906.78 |
| 3) T. Eaton Co.Ltd.,
Contract Sales Office,
21 College Street,
6th Floor,
Toronto, Ontario | \$ 923.85 |
| 4) Furnishings for Business,
355 Iroquois Shore Road,
Oakville, Ontario | \$1,807.23 |

We recommend that the contract for the supply and installation of Draperies for the Cawthra Senior Citizens' Centre be awarded to Simpson's Contract Division in the amount of \$883,24, this being the lowest bidder.

Amount budgeted \$2,000.00. (Capital expense) Yours truly,

:vw

c.c. R. Hasted.

E.M. Halliday
E.M. Halliday,
Commissioner.

City of Mississauga

MEMORANDUM

19

To General Committee From Mr. S. A. Keith
Dept. Personnel

June 10, 1974.

Ladies and Gentlemen:

Mr. Halliday, Commissioner of Recreation and Parks, has received an enquiry from three equipment operators in the Community Centres Section as to whether they would be allowed to tender on a skate sharpening concession in the arenas this coming winter.

Mr. Halliday feels if these employees were to bid on this and they were successful it would create a very undesirable situation as well as create a conflict of interest. I am in full concurrence with Mr. Halliday's feelings in this regard.

I recommend that a policy be adopted by the City whereby employees presently employed in a full-time capacity not be allowed to contract other services to the City and that the City refuse to accept tenders from full-time employees on any contracts with the City.

Yours very truly,



S. A. Keith,
Personnel Director.

SAK/cr

cc: Mr. E. M. Halliday

City of Mississauga

MEMORANDUM

20

To General Committee

From Mr. S. A. Keith

Dept

Dept Personnel

June 10, 1974.

Ladies and Gentlemen:

Please be advised there is an insurance policy in effect at the City to cover air travel insurance for members of Council, Department Heads and Deputies on business flights. This plan costs about \$300 per year.

When the Consultants studied our insurance package last fall it was not deemed necessary to continue this type of insurance for staff members after the present contract expires in August 1974. It was felt that the new Accidental Death and Dismemberment coverage under our new insurance plan would pay almost as much for staff members.

Travel and Accident Insurance may be purchased for Council members while on business for about \$200 per year. This covers about \$100,000 per member when on City business.

As an alternative to the above types of plans, I would suggest that all members of Council flying on City business be allowed to purchase if they wish, air travel insurance at the airport and charge same to their air travel expenses. Coverage of \$105,000 costs \$3.50 and is perhaps the best type of insurance with no administration required by the City.

Yours very truly,



S. A. Keith,
Personnel Director.

SAK/cr

June 6, 1974

General Committee,
City of Mississauga,
Mississauga, Ontario.

Ladies and Gentlemen:

Re: Rain Storm May 16/17, 1974
- Insurance Claims

As a result of the rain storm and severe flooding experienced during the night of May 16/17, many claims for damages have been received by the City. To-date, these number in excess of 135. It is anticipated that, as a result of an advertisement appearing in the local newspapers this week, many more such claims will be forthcoming.

It is impossible for the present staff to investigate each incident to prepare a report thereon and submit this to the City's insurers within a reasonable period of time. A form letter will be mailed to each claimant advising that such an investigation will be made, but pointing out that a considerable delay will result because of the large number of claims to be processed.

In order to speed up the process of investigation, we recommend that assistance be obtained in the form of properly qualified personnel supplied by a variety of consulting engineering firms in the Mississauga area. We have polled nine such firms and have received assurance that four or five suitably qualified personnel would be available during the next month. Fees payable for this service would be in accordance with the standard per diem rates set by the Association of Professional Engineers of Ontario. The estimated cost of employing four such individuals

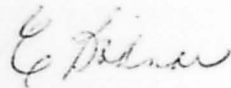
Chairman and Members,
Engineering and Works Committee.

June 5, 1974

- 2 -

for a period of one month is in the vicinity of \$8,000.00.
A Resolution to give effect to this proposal is forwarded
herewith.

Yours very truly,



E. Bodnar, P. Eng.
City Engineer.

KMM/ib

The Regional Municipality of Peel

Mr. D. R. Turcotte,
Clerk,
City of Mississauga,
1 City Centre Drive,
Mississauga, Ontario,
L5B 1M2.

Dear Sir,

RECEIVED	
REGISTRY No.	5384
DATE	JUN 14 1974
FILE No.	67-74
FILED BY	
CLERK'S DEPARTMENT	

June 12, 1974

Re: AF-87-74
Powers and Duties of Crossing Guards

The Council of the Regional Municipality of Peel passed the following resolution at their meeting on May 9, 1974:

"That the Provincial Government give immediate consideration to the drafting of legislation which would define the powers and duties of a crossing guard, and delegate the authority regarding crossing guards;

And further, that this resolution be forwarded to all Municipalities in Ontario, to the Association of Counties and Regions of Ontario, the Association of Municipalities of Ontario and the Provincial Liaison Committee requesting their support."

Kindly place this resolution before your Council and notify this office of the action taken.

If your Council endorses the resolution, would you kindly notify the Associations and Committee as outlined in the second paragraph of the resolution.

Yours very truly,

Henry H. Rutherford

Henry H. Rutherford
Regional Clerk

HHR:ag

24 QUEEN ST. EAST
BRAMPTON, ONTARIO
L6V 1A4



PHONE—Brampton 453-4110

The Corporation Of The
City Of Brampton

OFFICE OF THE CLERK

June 11th, 1974

Mr. D. R. Turcotte, A.M.C.T.,
Clerk,
City of Mississauga,
1 City Centre Drive,
Mississauga, Ontario.
L5B 1M2.

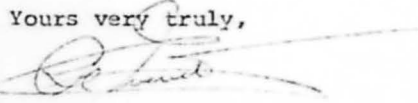
Re: Municipal Boundaries
Your File No. 192-74
Our File 80-74

Dear Sir:

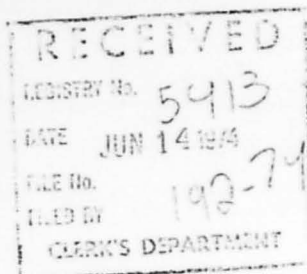
Thank you for your letter dated May 22nd, 1974 advising of the adoption of the Council of the City of Mississauga of Resolution No. 401 on May 21st, 1974, relating to a proposed change in municipal boundaries in the northeast corner of the City of Mississauga.

The Council of the City of Brampton at it's meeting held on June 10th, 1974 approved a recommendation of General Committee, that the request of the City of Mississauga be supported by the City of Brampton.

Yours very truly,


R. A. Everett,
Deputy Clerk.

RAE/h1



WEIR & FOULDS
BARRISTERS AND SOLICITORS

K. A. FOULDS, O.C.
H. S. O. MORRIS, O.C.
S. P. WEBB, O.C.
A. McN. AUSTIN
J. J. CATHY, O.C.
G. J. SMITH
N. W. C. ROSS
B. FINLAY
L. D. BARKSY
K. B. PAYNE
S. B. STEIN
L. J. O'CONNOR

J. T. WEIR, O.C., LL.D.
R. B. ROBINSON, O.C.
J. P. HAMILTON
M. S. ARCHIBALD, O.C.
J. D. McKELLAR, O.C.
M. J. McQUAID
W. T. R. WILSON
G. J. HENRY
P. W. LOCKETT
R. W. ROSENMAN
R. J. LANE
W. A. D. MILLAR

R. D. WALTER, O.C.

D. R. Turcotte, Esq.
City Clerk
City of Mississauga
1 City Centre Drive
MISSISSAUGA, Ontario

Dear Sir:

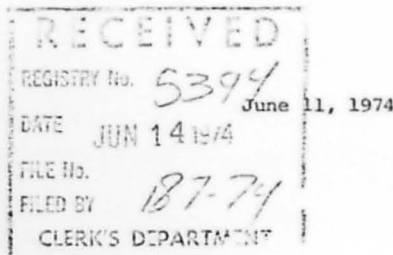
Re: Airport Inquiry Commission

We wish to report upon the last phase of the public hearings before the Airport Inquiry Commission which was held from June 3rd to June 5th, 1974. Although the hearing was scheduled to discuss such topics as ground access and inter-airport connections, it actually received broadly based evidence covering virtually all of the issues relevant to a new airport.

The evidence of the Ministry of Transport related to the specific questions scheduled for this phase of the hearing, and accordingly was relatively brief and not directly significant to the municipality.

Air Canada appeared for the first time at the hearings and testified at considerable length; its testimony appears to have been misleadingly reported in the press. Its evidence essentially covered the following points. Air Canada had forecast anticipated passenger volumes for 5 years into the future and the forecast results were very similar to those obtained by the Ministry of Transport, although a

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different methodology had been employed. However, in view of rising costs and likely fare increases, Air Canada felt that the forecasts required re-examination and study as the impact of fare increases and price elasticity was not really known. Air Canada was of the view that there could well be runway capacity problems at Malton following 1980 and also problems as to terminal capacity. It carefully took no position upon the need for a new airport; Air Canada stated that "it was not saying that a new airport was required, and it was not saying that a new airport was not required." If a new airport is required, then Air Canada felt the need for the new facilities would be felt somewhere in the 1980 to 1985 time span. Air Canada did not anticipate a major problem in refitting its aircraft with hush kits to curtail noise emission. It also was of the view that the noise problem at Malton would improve simply due to the attrition of the older and noisier aircraft. It may be of particular interest that Air Canada plans to discontinue its regularly scheduled 1:30 a.m. mail flight from Malton in the near future.

One of the most impressive witnesses to testify at the hearing, and undoubtedly the most helpful from our viewpoint was Thomas Sullivan, who was produced on the last day of the hearings by the Commission counsel. Mr. Sullivan was the executive-director of the new Dallas-Fort Worth airport, and as such was responsible for its development and planning. He was also responsible for the design and development of La Guardia and John F. Kennedy airports in New York. The overall effect of Mr. Sullivan's testimony was to reinforce the case for a new airport, and his evidence supported the position put forward by the Ministry of Transport on virtually every point, although there had been no contact between Mr. Sullivan and the Ministry.

Mr. Sullivan testified that it had been his invariable experience that aircraft traffic forecasts were too conservative and too low. It has been the consistent experience in the United States that any major hub airport has been built "too little, too late". Mr. Sullivan further testified that if we are going to need a new airport in 5 to 7 years, we should get on with the job now, as costs will inevitably increase with delay. It took 5 1/2 years to build the Dallas-Fort Worth airport, and in that case no strikes or material shortages were encountered.

Mr. Sullivan believed that airport noise was a serious problem and that it would continue to remain so. He stressed that it had two elements; one was disturbance from noise and the other was the element of fear arising from aircraft passing directly overhead. He was of the view that the new generation of quieter aircraft would not of itself solve the noise problem and that the problem would be just as bad in 5 years as it is at present. He felt also that the implementation of proposed new government engine noise abatement regulations would be a much slower process than some had optimistically predicted. It was Mr. Sullivan's view that if flight frequencies continued to grow, then the limits of toleration might well be reached in the near future. In recognition of the noise problem, the Dallas-Fort Worth airport had been built by accepting the 100 EPNdB contour produced by the noisiest aircraft as the airport boundaries.

Mr. Sullivan also testified that the experience at Dallas-Fort Worth indicated that an agricultural use could be carried on at an airport site, and that the land at Dallas-Fort Worth was presently under cultivation. One of the major criticisms made by the opponents

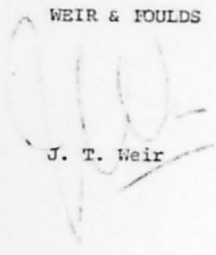
- 4 -

of the Pickering airport had been that it would ruin a large area of valuable agricultural land.

We will shortly make a further and more general report, including our recommendations for possible future courses of action.

Yours very truly,

WEIR & FOULDS


J. T. Weir

JTW/jk

CITY OF MISSISSAUGA
PLANNING DEPARTMENT

FILE: Amendment 245
DATE: June 17, 1974

MEMORANDUM

TO M. L. Dobkin, Mayor, and Members of the City
of Mississauga Council

FROM R. G. B. Edmunds, Commissioner of Planning

SUBJECT Proposed Official Plan Amendment 245

ORIGIN Request received on May 30, 1974 from the
Official Plans Branch, Ministry of Housing,
for City Council's comments on proposed
modifications to Amendment 245.

COMMENTS Attached for Council's consideration is a
copy of the letter dated May 23, 1974 from
the Ministry of Housing outlining the seven
proposed modifications to the Official Plan
Amendment, and below are staff comments on
the proposed modifications.

Modifications 1, 2, 4 and 7 concern the text
and map changes necessary to implement proposed
revisions to the north-westerly and westerly
boundaries of the proposed industrial area to
reflect the alignment of Highway 410 and
an allowance for a possible route for the
proposed 500 KV hydro transmission line (Solandt
Commission).

As far as the 500 KV line is concerned, what
the proposed modification does, in effect,
is extend the east-west Parkway Belt 1000
feet into Mississauga for the purpose of
retaining the Agricultural designation on
the affected lands until the precise align-
ment of the power line is established. After
the decision has been made on which, if any,
of these lands are required, a further amendment
to the Official Plan would not be necessary

to facilitate the industrial use of the lands not required. It should be noted that the uncertainty of the future use of the 1000-foot strip places limitations on the design of services and road patterns for the industrial area to the south.

Modification 3 proposes the deletion of the sentence referring to Toronto International Airport expansion and the understanding that the Federal Government had abandoned all proposals of this nature. This sentence was also deleted from Official Plan Amendment 238 and concern was expressed by Council at that time with respect to the implications regarding Airport expansion; however, in this instance, as the lands are approved for industrial development, this concern regarding territorial expansion of the Airport would appear to no longer exist.

Modification 5 simply changes the reference to the Ministry of Housing, and Modification 6 incorporates into the text mention of the Federal Ministry of Transport's regulations concerning building heights, etc. in the vicinity of flight paths.

CONCLUSION

It is suggested that the Ministry of Housing should be advised that the proposed modifications to Amendment 245 are acceptable to the City of Mississauga. Also, the Ministry should be made aware of the concern with respect to the constraint placed on the overall servicing for the industrial lands south of the 1000-foot strip, and be requested to urge the Provincial Ministries and Agencies to finalize the Parkway Belt limits and uses and the 500 KV transmission line route as soon as possible.

Ministry of
Housing

965-3352

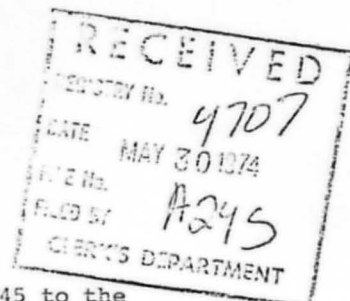
Queen's Park
Toronto, Ontario
M7A 1Y7

May 23, 1974

Mr. D.R. Turcotte,
Clerk,
City of Mississauga,
1 City Centre Drive,
Mississauga, Ontario.
L5B 1M2

Dear Mr. Turcotte:

Re: Proposed Amendment No. 245 to the
Official Plan for the Town of
Mississauga. Our File: W. 4469.



Further to our letter of March 13, 1974, we wish to advise that our circulation of the above Amendment has been completed. Accordingly, we are now in a position to proceed with final processing. We would suggest that the following modifications be made to this Amendment:

1. PURPOSE is hereby modified by deleting the number 2,100 in the third line and replacing it with the number 1,800.
2. LOCATION is hereby modified by deleting the words "...outlined in red..." and replacing them with the words "outlined in black..."
3. BASIS is hereby modified by deleting in its entirety the sentence beginning with the words "It would have been completed earlier..." and ending with the words "...for airport purposes."
4. DETAILS OF THE AMENDMENT AND POLICIES RELATIVE THEREBY is hereby modified by adding the following paragraph after the first paragraph:

.../2

"When the final boundary of the parkway belt is defined the lands to the south and east of the parkway belt system will automatically be designated 'Industrial' and may be developed for industrial purposes without further amendment to the Official Plan provided adequate protection is given to lands adjacent to Etobicoke Creek and its tributaries."

5. IMPLEMENTATION is hereby modified by deleting the reference to the Minister of Treasury, Economics and Intergovernmental Affairs in the first paragraph and replacing it with a reference to the Minister of Housing.
6. IMPLEMENTATION is hereby modified by adding the following paragraph at the end of the Section:

"It should also be noted that the Federal Ministry of Transport's 'Toronto International Airport Zoning Regulations' imposed under the Aeronautics Act generally place controls on building heights and smoke and light emissions in the vicinity of the flight paths."

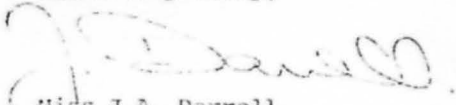
7. Schedule "A" is hereby modified to limit the redesignation of lands to those outlined in black.

The modifications to the north-western and western boundaries are required to reflect the Parkway Belt Regulation area and the possible 500 KV Hydro Transmission Line route between Nanticoke and Pickering. When the final decision is made on the lands required the remaining area will assume an 'Industrial' designation without further amendment.

We have enclosed a working copy of this Amendment with the proposed Revision indicated on Schedule "A".

May we have the comments of the Council of the City of Mississauga on these modifications so that we may proceed with the preparation of our recommendation on this proposed Amendment.

Yours very truly,


Miss J.A. Darrell,
Senior Planner,
Official Plans Branch,
Plans Administration Division.

PM/pr

encl: